



The China Mail.

ESTABLISHED 1845

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Developing and printing for
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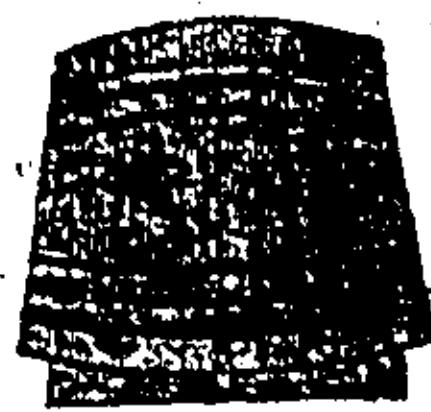
號二十月八年一十一百九千一英

HONGKONG, TUESDAY, AUGUST 22, 1911.

日八廿月六年三統宣

PRICE, \$3.00 Per Month.

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ADRIAN THORNE
AT GREENOCK AND HAS BEEN SOLD SINCE 1872

SCOTCH WHISKY

R. THORNE & SONS, LTD.
GREENOCK & LONDON

SOLE AGENTS IN HONG KONG, CANTON & MACAO
A. S. WATSON & CO., LTD.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI

OFFICERS:

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under the Companies Ordinance and under
Life Assurance Companies Act, England.
Insurances in Force \$39,671,465.00.
Assets 9,872,930.00.
Income for Year 9,882,071.00.
Insurance Fund 9,620,060.00.

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPE, Esq., Canton,
District Secretary.
Alexandra Building.

D. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., O.M.G.

T. F. Hoagh, Esq., C. J. Lafrance, Esq.

Hongkong, July 22, 1911. 1424

THE HIPPODROME CIRCUS.

The first change of programme last night
brought out some of the latent talent in
Mr. Byssack's fine show and proved a source
of pleasure to an appreciative audience.
Equestrian acts formed the chief part of
the performance and these were beautifully
executed by the Misses Augusta and
Borowaky. Both of these clever riders
received quite an ovation on the completion
of their difficult acts. Miss Borowaky's
exciting leap over a large screen meeting
with great applause. The performance of
the liberty horse "Marjorie," introduced
by Miss Borowaky, was
decidedly good, while the display
made by the six Hungarian horses under
M. Borowaky was magnificent, other items
included "The Musical Marvel" by La Belle
Gerda, wire-walking by Miss Marie, and
"Romish Riding" by Master Wanjie, each
of these being meritoriously executed. The
Clown Rocco was at his best with his
drolleries, and the Jenkins family were
well up to their usual high standard in
difficult acrobatic feats. In short, the
whole show wants to be seen to be ap-
preciated.

There will be another matinee to-morrow
afternoon when the young folks will have
a chance of viewing wonderful things.

WIRELESS IN INDO-CHINA.

Government Stations now Open.

It is interesting to note that the wireless
telegraph stations at Hanoi, Kienan,
(Tonkin) and Cape St. Jacques are now open
for the receipt and transmission of aerial
messages.

Telegrams can be exchanged between
the several stations in Indo-China as well
as with ships at sea. The ordinary rates
for telegrams prevailing are charged with a
slight increase for messages to ships of other
nationality, than French. *Le Courier*
d'Haiphong points out that the only vessel
equipped with wireless apparatus entering
Haiphong is the s.s. Hongkong and expects
that very soon the vessels running between
that port and Saigon, the Chaudoc and
Colombo, will be fitted with suitable
installations.

**CHAMBERLAIN'S COLIC, CHOLERA
AND DIARRHOEA REMEDY.**

THIS is unquestionably the most suc-
cessful preparation that has ever been
produced for bowel complaints. Diarrhoea,
dysentery, colic and pains in the stomach
are quickly cured by it. It can always be
depended upon even in the most severe
and dangerous cases. In almost every
neighborhood there is someone whose life
has been saved by it. For sale by all
Chemists and Dispensaries.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

**THE NESTLE & ANGLO-SWISS
CONDENSED MILK CO.**

CHAM (Switzerland)

MILKMAID

BRAND

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

SEE THE

Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910

**CANTON, MACAO AND
WEST RIVER**

STEAMERS.

HONGKONG TO CANTON—Daily at 8 a.m. (Sunday excepted) and 10 p.m. (Saturday
excepted).

CANTON TO HONGKONG—Daily at 8 a.m. and 5.15 p.m. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 a.m. and 2 p.m.

MACAO TO HONGKONG—Weekdays at 9 a.m. and 12.30 p.m.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 p.m.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 p.m.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 a.m.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 a.m.

The s.s. *SUI TAI* leaving on Sundays at 12.30 p.m. connects with the excursion
steamer returning from Macao at 5 p.m.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, May 4, 1911.

A. S. WATSON & CO., LTD.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

NOTICE.

We beg to inform our Customers

and the Public generally that

We have Removed our Aerated

Water Factory

FROM DES VŒUX ROAD CENTRAL TO

Our New Factory at North Point.

We have opened a Central Depot in Connaught Road Central

(opposite Stone Wharf) where all local orders will be executed.

A. S. WATSON & CO., LIMITED.

Hongkong, August 8, 1911. 1016

VICTORIA DISPENSARY

(OPPOSITE THE CLOCK TOWER)

Dispensing and Family Chemists.

IMPORTERS OF—

PROPRIETARY MEDICINES,

Toilet Articles, Perfumery, Soaps,

Cigars, Cigarettes, Tobaccos.

THE

CHINA MAIL

Typhoon Map.

Price 30 cents.

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the world on nearly all the steamers of the first-class lines &
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT ON A WHEEL, UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE TERRACE, EDINBURGH.

Sole Local Agents—

BRADLEY & CO., 5, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

WALK-OVER

BOOTS & SHOES

LOOK WELL

FIT WELL

WEAR WELL.

LANE, CRAWFORD & CO.

**BOURNVILLE
COCOA**

THE COCOA
WITH THE
MOST DELICIOUS
FLAVOUR.

Prepared by
CADBURY'S
FROM THE FINEST COCOA.
CADBURY BOURNVILLE ENG.

KELLY & WALSH, LTD.

The LONG ROLL, by MARY JOHNSON	\$1.75	The Simplicity of the Golf Swing, by A. P. Layer	\$1.80
The Radiations of a Lady's Maid, by W. Le Queux	1.75	Taylor on Golf, Impressions, Comments and Hints, 48 illus., 5th edition	3.10
When the Red Gods Call, by R. Grimshaw	1.75	The Chairman's Manual, Guide to the Management of Meetings, by Palm and Martin	2.25
Builders of Ships, by H. C. Leighton	1.75	The Apostle, A Drama in Three Acts, by Geo. Moore	3.10
The Card, by Arnold Bennett	1.75	Reason and Belief, by Sir Oliver Lodge	3.10
Long Bow and Broad Arrow, by Major W. P. Drury	1.75	Reason and Belief, by Sir Oliver Lodge	3.10
Mastering Flame	1.75	Reason and Belief, by Sir Oliver Lodge	3.10
The Trail of Kinky Eight, by R. W. Service	1.75	Reason and Belief, by Sir Oliver Lodge	3.10
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Virginia Perfect, by Peggy Webber	1.80	Reason and Belief, by Sir Oliver Lodge	3.10
Queer Stories from Truth, 17th Series	1.80	Reason and Belief, by Sir Oliver Lodge	3.10
In Highland Harbours with Para Handy, by H. Foulis	1.80	Reason and Belief, by Sir Oliver Lodge	3.10
The 'Times' Rubber Supplement	25	Reason and Belief, by Sir Oliver Lodge	3.10
Numerous Articles on Rubber and Rubber Estates	25	Reason and Belief, by Sir Oliver Lodge	3.10
The 'Pink Up', Summer Annual	80	Reason and Belief, by Sir Oliver Lodge	3.10
100 Years Hence, Extracts from 'The Hourly Mail' of A.D. 2,000	80	Reason and Belief, by Sir Oliver Lodge	3.10
The LITERARY PAGEANT	80	Reason and Belief, by Sir Oliver Lodge	3.10
CORONATION NUMBERS of the ILLUSTRATED PAPERS.			
The Oxford English Dictionary	15.00	The Oxford English Dictionary	15.00
Leather Binding, Oxford India Paper \$5.75.	Ordinary edition	3.10	

THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS: GRAND

Hongkong

O. F. OWEN,

Proprietor

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 575 lbs. net

In Bags of 355 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

**NEW DRESS LINENS,
COTTON FOULARDS.**

Peter Pan Collars, Handkerchiefs, Belts, etc.

A GOOD ASSORTMENT OF SAILORS' HATS.

2, PEDDER STREET.

Telephone 644

GENERAL ELECTRIC CO. OF CHINA, LTD.

18, DES VŒUX ROAD, HONGKONG.

214 P. O. Box. Telegrams 'Sparkless.' Telephone No. 518.

SOLE DIRECT AGENTS FOR—

The General Electric Co., Ltd.

Manufacturers of Electric Light and Power Plants.

ELECTRICAL FITTINGS,

WIRING ACCESSORIES,

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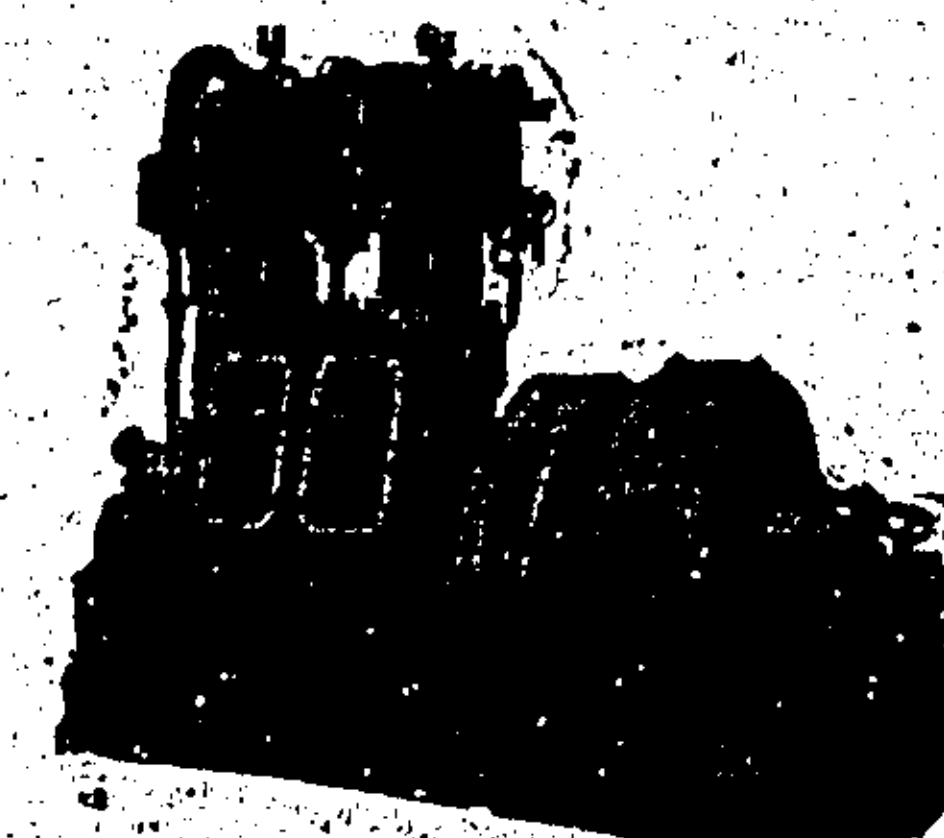
BATTERIES, CARBON AND METAL LAMPS,

ARC LAMPS AND CARBONS

AND ALL

TYPES OF ELECTRICAL APPARATUS

LARGE STOCKS HELD.



RETAIL SUB-AGENTS IN HONGKONG—

William C. Jack & Co., Ltd.

TELEPHONE 358.

14, DES VŒUX ROAD.

Hongkong, May 25, 1909.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, Bund.

YOKOHAMA.

Hongkong, March 2, 1911

FINE OLD "AFTER-DINNER PORTS"

DOW'S VINTAGE 11890.

CALDBECK'S VINTAGE 1896.

DOW'S "FOUR CROWN."

CALDBECK'S "ROYAL TAWNY."

Caldbeck, Macgregor & Co.,

ESTABLISHED 1864

Intimations.

G. FALCONER & Co.,

LIMITED,
WATCH-MAKERS AND JEWELLERS
Telephone No. 963.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs,
CAMERAS FOR HIRE.
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J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPOONS.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

SHIPOWNERS' COMPOSITIONS, GREYHOUND BRAND ANTIFOULING PAINTS.

SOLE AGENTS:

OWEN B. WILKS & Co.,

No. 14, 2nd Floor, ALEXANDRA BUILDINGS.
PHONE 195. Teleg.: WANDEBOOS.

G.P. SPECIAL ANTIFOULING FOR YACHTS.
Hongkong, July 1, 1911. 14

I A LINE

REGISTERED TRADE MARK

BURT, BOULTON AND HAYWOOD LTD., LONDON.
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVATORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL
CARBORIC DISINFECTING FLUID,
THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE
USE, A LITTON OF 4 PER CENT BEING SUFFICIENT.
Recommended by Sanitary Authorities.
Government Analysis at Buyers' Disposal.

SOTOR.

RYENARIUS' WORLD-KNOWN COFFER PRINT.
For the Bottoms of Vessels and Boats and for the Coatings of
all Wooden Structures of Wharves and Docks. Penetrates deep
into the wood, thus rendering same immune against attacks of
the Terebo, Barnacles Marine Growths, etc.

Sole Agents:

MELCHERS & Co., Hongkong & China.
Hongkong, May 6, 1908.

MARINE-MOTOR CRUDE OIL ENGINES.

BOLINDERS DIRECT REVERSIBLE CRUDE OIL
ENGINES.

MOST EFFICIENT AND ECONOMICAL FORM OF MARINE PROPULSION.
A sea voyage of 22 days, without once stopping the engine, has been made by
the "Crudoleo" fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

FUEL CONSUMPTION 1/2 lb. per H.P. Hour.

FAY & BOWEN Kerosene engines and lighting sets

FERRO Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.
ESTIMATES FREE.

ULDERUP & SCHLUTER

Office: 21, Connaught Road, Hongkong, June 12, 1911.

Intimations.

MITSUBISHI GOSHI KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SHIKA, OCHI, MUTARE, YO-
SHIMOTANI, HOJO, KANADA,
WAKAMATSU, Kobo, Osaka,
and KAMUYAMADA Collieries.

AGENTS FOR KISHIDAKE & SAKITU
COALS.

HEAD OFFICE—TOKYO.
BRANCH OFFICES—

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

TEL. ADDRESS for above: IWASAKI
Office—A1, 480 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Geating &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

CONCERT.

A GRAND PROMENADE CHARITY
CONCERT, on behalf of the family
of the late Private W. F. TAYLOR, Infantry
Company, Hongkong Volunteer Corps,
will be held on the VICTORIA PARK
Grounds on SATURDAY, the 2nd September,
1911, at 8.15 p.m.
If wet the Concert will be held in the
Drama Hall.
Tickets 2/6 and 1/6 can be obtained from
Messrs Kelly & Walsh or from Volunteer
Headquarters.
By kind permission of Lieut. Colonel
L. A. H. Hamilton and Officers of the Band
of the 1st K.O.V.L.I. will attend.
Hongkong, August 15, 1911. 1048

BACON & HAM

Do you want the best for your
table?

SEND US YOUR ORDERS.

We stock absolutely first quality
Australian mild cured Bacon and
Hams.

Prices Moderate.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1911. 68

日本力迫士

HOME-MADE MINERAL
WATERS.

BETTER THAN FACTORY-MADE.

Why continue purchasing
factory-made Mineral
Water? Make your own
Mineral Water at home
at a cost of 90 cents a
dozen Syphons. Then
you KNOW the water is
pure, and contains no
disease germs. With the
SPARKLET SYPHON
and a dozen Balbs you
can make a dozen
Syphons of delicious
Mineral Water and the
cost less than if you buy
factory-made Mineral
Water. All Chemicals
and Stores sell "Prada" Sparklet Syphons
and Balbs.

Price of Syphons.....\$2.00 each.
Balbs.....0.90 per box.

Wholesale Price—
Syphon per doz.....\$18.00 f.o.b.
Balbs per doz boxes.....\$ 8.00 f.o.b.

KWONG SANG HONG, LTD.,
Wholesale Agents,
246 and 248, Des Voeux Road Central,
HONGKONG.

行發總
司公限有行生廣港香

Hongkong, March 1, 1911. 294

SINGON & CO.

IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 25 and
27, Hsiao Loong Street, (2nd Street, west
of Central Market) Telephone No. 115.
Hongkong, September 1, 1909. 1184

KWANGTUNG NOTES.

THE VICE-ROY OF KANGSU
The Viceroy telegraphed to Peking a
long account of what happened in the
attempts on Admiral Li's life and a reply
has been received and published. After
sending condolences to the wounded Ad-
miral, and other messages of a like nature,
the Viceroy is instructed to send the
Admiral a certain kind of medicine, and
that he may have plenty, six bottles are to
be sent; also, at the same time, sixteen
pills that contain "the elixir of life".
There is a lesson to the officials about the
shocking condition of the province, and it
is ordered that something be done to root
out the rebels, the brigands, and the
robbers. It is said that the Viceroy has
sent presents of silver to the wounded men
in the several hospitals. These presents
are either ten or six dollars. According
to the extent and nature of the wounds
received, each man is to receive either one
or the other. A Chinese gentleman of
rank in the Western suburbs also has
been to visit the men, and has taken sums
of money to be distributed amongst them.
Ten dollars, however, will be a small com-
pensation for the loss of both feet, which
happened to one of the unfortunate victims
of the bombs.

It is said that when the explosion oc-
curred, both masters and men fell from
their shops in the wildest confusion, and
knew not what they were doing nor whether
they were going. Meanwhile, the soldiers
entered the shops and took what they
wanted and after they had stolen all the
money from the tills, others entered and
looted off the stock. When the owners
returned from their frightened rush, they
found their shops in the direst confusion.
They at once stated their case to the local
branch of the Provincial Assembly, and
asked them to present the matter to the
Viceroy. Apparently, however, the
officials did not wait for this to take place.
They thought they had better take things
in hand themselves. Hence, before any
representations could be made, they them-
selves indemnified the shopkeepers for the
losses sustained. It seems a curious com-
mentary upon the state of society in Canton
that at a time like that soldiers should dare
to take things from the shops, and also
that others should really lose houses which
for the moment were left unguarded by
their owners.

RUMOUR OF OFFICIAL CHANGES.

There are persistent rumours of official
changes in Canton. It is said that H. E.
Chang Ming K'ang has repeatedly entreated
the Throne to ease him from the burden
of ruling Canton. He points out that,
though his health is not seriously impaired,
it is not what it was when he came to take
charge of the Province. It would appear
from the statements in the native papers,
that he is finding the strain too severe
for his nerves. It is rumoured that pos-
sibly he will be sent to the Fukien pro-
vince. The present holder of the Viceroy's
seat there is H. E. Tsang Shue. For some
reason he is likely to go into seclusion.
Then, again, it is rumoured that probably
H. E. Chang will be sent to the Two
Kiangs. The present Viceroy there is
H. E. Chang Yan Tsung. He is likely to
be removed to Peking. There is no like-
lihood of H. E. Tsang Fang coming to
Canton to be Viceroy, if he comes into the
province at all it will be to take charge
of the railways and carry out the Govern-
ment plan of universal railways redemption.
Such are the rumours in official circles,
and these rumours are finding their way
into the native papers. But, as one of
them says, "Probably after a little time
things will be clear."

A TRIP SHAVE.

It appears that recently in the Fa Yuen
district there has been a plague of small
pox, which are very destructive to the
young rice. It is the custom at such a
jaunice for the people to gather in the
night time, and with gongs, trumpets,
lanterns, and torches to parade the fields
and the pathways, and so perform some
superstitious rites which are believed to
propitiate the deity at the back of things.
This foolish custom was adopted last week.
A large number of farmers and their work-
men gathered on the sides of the hills, and
with all these things and gongs in addition,
began to carry out their ritual in order to
clear the countryside of the threatening
pox. They began firing off their crackers
and their old muskets, and their lights were
flashing in the darkness. Unfortunately
they had omitted to inform the local
soldiers of what was intended. Hence
when the first gun was fired, and the
soldiers, thinking that the place was being
attacked by brigands, sprang to their arms.
They were rushing forth pell-mell, and the
captain has just given orders to fire, when
one of the soldiers of the place suspected
what it all meant, and so many lives were
saved.

Intimations.

THEATRE ROYAL FAREWELL VISIT OF THE BANDMANN OPERA CO. 6 NIGHTS ONLY 6

SATURDAY, August 26,
"THE DOLLAR PRINCESS"

MONDAY, August 28,
"THE CHOCOLATE SOLDIER"

TUESDAY, August 29,
"THE BALKAN PRINCESS"

WEDNESDAY, August 30,
"THE GIRL IN THE TRAIN"

THURSDAY, August 31,
For the first time in Hongkong,
Red Kangaroo's Great Scotch success
"THE ISLANDER"

A Musical Comedy from the Apollo Theatre,
London.

FRIDAY, September 1,
"THE MERRY WIDOW"

PRICES AS USUAL.

Booking at MOULTRE'S.

Hongkong, August 18, 1911. 1081

HONGKONG AND SHANGHAI

BANKING CORPORATION.

THE DIVIDEND DECLARED for the
Half Year ending 30th June, 1911, at
the rate of TWO POUNDS STERLING
PER SHARE OF £25 IS PAYABLE ON and after
MONDAY, the 21st August, Current, at the
Office of the Corporation, where
Shareholders are requested to apply for
Warrants.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.

Hongkong, August 18, 1911. 1085

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHENWAN, TOMES & CO.,
General Managers, Hongkong.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910.....\$4,494,715,923

Surplus.....\$5,085,459

Dividends to Policyholders

1910.....10,675,157

Total paid Policyholders 1910.....\$3,453,380

Total Expenses for 1910.....\$30,394,029

Gross earnings from Interest.....\$1,642,622

Gross rate of Income from
Investments 1910.....4.18%

Hongkong, May 30, 1911. 1077

YEE SANG FAT.

OPPOSITE OLD POST OFFICE.

TAILORS AND OUTFITTERS.

New Stock

ENGLISH-MADE

Trunks, Suit Cases, Kid

Bags, Dressing Cases,
(Silver Fittings)

LADIES' HAT CASES.

BATH ROBES. BATH MAT.

COLOURED SHIRTS.

LEATHER SHIRT CASES

Roughing, Sept. 20, 1910. 1876

Popular

ASAHI BEER

Obtainable EVERYWHERE.

SOLE AGENTS

MITSUBI BUSSAN KAISHA.

Hongkong, December 17, 1910. 1893

NOTICE

MR. LI HON FAN, a Chinese graduate
renowned in literature, has been a teacher
to European officials and merchants in this
Colony for ten years.

He has a good method of training. Knows
how to pass the Chinese examination, and
is prepared to assist in the same.

Those who intend learning the Chinese
language are requested to write to him at
his office or direct to 37, Hsiao Loong
Street, 1st floor.

Hongkong, December 24, 1910. 1893

Intimations.

THEATRE ROYAL

FAREWELL VISIT

OF THE

BANDMANN

OPERA CO.

6 NIGHTS ONLY 6

SATURDAY, August 26,
"THE DOLLAR PRINCESS"

MONDAY, August 28,
"THE CHOCOLATE SOLDIER"

TUESDAY, August 29,
"THE BALKAN PRINCESS"

WEDNESDAY, August 30,
"THE GIRL IN THE TRAIN"

THURSDAY, August 31,
For the first time in Hongkong,
Red Kangaroo's Great Scotch success
"THE ISLANDER"

A Musical Comedy from the Apollo Theatre,
London.

FRIDAY, September 1,
"THE MERRY WIDOW"

PRICES AS USUAL.

Booking at MOULTRE'S.

Hongkong, August 18, 1911. 1081

HONGKONG AND SHANGHAI

BANKING CORPORATION.

THE DIVIDEND DECLARED for the
Half Year ending 30th June, 1911, at
the rate of TWO POUNDS STERLING
PER SHARE OF £25 IS PAYABLE ON and after
MONDAY, the 21st August, Current, at the
Office of the Corporation, where
Shareholders are requested to apply for
Warrants.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.

Hongkong, August 18, 1911. 1085

Intimations.

The Wrong WAY TO READ.

If you have to hold the print
too far away to see clearly, the eyes will
be strained to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
Neither way is bad.

See us and have the satisfaction
of using a pair of right fitting,
right seeing glasses.

CLARK & CO.

YORK BLOCK, CHATER RD.
HONGKONG

Hongkong, February 14, 1911. 77

SWATOW WARRONG & CO.,

13, QUEEN'S ROAD CENTRAL,
HONGKONG.

MANUFACTURERS OF
Swatow Hand-made Drawn Work
and Canton Embroidery, etc.

GENERAL EXPORTERS.

Wholesale and Retail
LADIES' TAILORS.

LAU PING-KEE CO.

CIGARS, CIGARETTES, TOBACCO.

USED POSTAGE STAMPS AND
PICTORIAL POST CARDS.

CHINESE CURIOS & PORCELAIN

KWONG CHEONG.

GOLD AND MONEY CHANGER.

No. 13, Queen's Road Central,
HONGKONG.

Hongkong, May 27, 1911. 713

S. HANDA.

JAPANESE MASSAGIST.

2nd Floor,
No. 60, QUEEN'S
ROAD
CENTRAL,
HONGKONG.
Near the Old
Post Office.

Hongkong, July 31, 1911. 335

CHEN KWONG & CO., LD.

GENERAL IMPORT &
EXPORT.

CANTON'S LARGE
WHOLESALE & RETAIL
STORE.

FURNITURE, Drapery, Groceries,
But and Saus.

Makers of Jewellery, Lacquered,
Crochery Ware.

Ironmongery, Kins and Spirits.

Foreign Goods for customers made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in C. H. for
buying Chinese and Foreign Goods.

SUP PAT POO STRAIT

TEL. No. 1403. CANTON.

Canton, August 1, 1911. 979

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER

CHERRY & CO.,

35, WELLINGTON STREET.

Hongkong, May 5, 1911. 576

SAVARESSE'S

SANTALIN

CAPSULES

Prepared by Dr. SAVARESSE, 10, Rue de la Harpe, Paris.

For the cure of Gonorrhea, Syphilis, and all diseases of the Urinary System.

Price 1/6 per box. Sold by all Chemists and Druggists.

SOLE AGENTS: S. H. TING, 10, Des Voeux Road, Hongkong.

Intimations.

NORTH BRITISH & MERCANTILE INSURANCE CO.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st December, 1910.
2,213,583.
Authorized Capital £4,000,000
Subscribed Capital £3,814,845
Paid-up Capital £1,687,907 5 0
11—Fire Funds..... 3,845,216 4 2
11—Life & Annuity Funds 16,645,125 9 7
Sinking Fund Account 97,555 18 6

£21,552,635 17 3

Revenue Fire Branch..... 3,373,289 17 7
Life & Annuity Branches..... 1,054,631 9 2
Other Receipts..... 643,314 10 8

£4,971,915 17 5

The Accumulated Funds of the Fire and Life Departments are free from liability in respect each other.
SHEWAN, TOMES & CO.
Agents.

Hotels.

THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

Tel. No. K120. Tel. Address 'TELMOTEL.'
For Particulars apply to
THE MANAGER.
Hongkong, March 1, 1911. 296

LATE
VICTORIA HOTEL
KULANGSU. AMOY.

NEW AMOY HOTEL.
UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-
ing place.
BAR, BILLIARDS AND BOWLING
ALLEY.

Chas. A. Mutton,
Proprietor.
Hongkong, January 3, 1911.

KING EDWARD HOTEL.

HIGH-CLASS HOTEL.
LADIES AFTERNOON TEA ROOMS.
PRIVATE BAR AND BILLIARD ROOMS.
Hot and Cold Water throughout.
Electrically Lighted.

Electric Fans (if required).
Electric Passenger Elevator to each Floor.
TIME D'HOTEL AT SEPARATE TABLES.
Tel. Address: 'VICTORIA,' Hongkong.
In Terms, etc., apply to the
MANAGER.
Hongkong, October 2, 1908. 1352

'KINGSCLERE'
PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.

Tel. No. 134. Tel. Address: 'SACHSOLA.'
A.B.C. Code 4th Ed.
Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.
Proprietress, Mrs F. SACHSEL.
Hongkong, September 1, 1908. 1208

BRASSIDE
PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Aly and Well-Furnished Rooms. Every
home comfort. Fine View of the Harbour.
Telephone No. 590.

Apply to—Mrs F. W. WAITS,
'Brasside,' 29, Macdonnell Road.
Hongkong, September 2, 1908. 121

AGENTS

LONDON.—F. ALGAR, 11 & 12 Clement's
Lane, Lombard Street & Co. T.B. Brown
& Co., Ltd., 163 Queen's Road, Victoria
St. CLARKE, SON & FRANK, 28 Grace
Church St., E.C. 4. G. STREET & Co., Ltd.,
80 Cornhill. GORDON & GORCH, 15 St.
Bride St., E.C. 4. ROBERT WATSON, 150
Fleet Street. C. MITCHELL & Co., Snow
Hill, Holborn Viaduct, E.C. 4. D. J.
KEYMER & Co., 3 Whitefriars St.,
E.C. 4. MATHES & CROWTHER, Ltd., 10,
11, 12 New Bridge St., E.C. 4.

SCOTLAND.—F. L. SMITH, 8 North
St. David Street, Edinburgh.

PARIS AND EUROPE, MATTHEW FERRA
& Co., 18 Rue de la Grange, Bateliere
Paris.

NEW YORK.—THE CHINESE EVANGELISTS
OFFICE, 62, West End Street.

SAN FRANCISCO and American Ports
generally.—BEAN & BLACK, San Fran-
cisco.

AUSCHER, TARMAN, AND NEW
ZEALAND.—GORDON & GORCH, Mel-
bourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE
NORTH-EASTERN CO., Colombo.

SINGAPORE, STRAITS, &c.—BELL
& WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WAT-
SON & Co., Manila.

CHINA.—CANTON, PATEL & Co., Amoy;
THE AMOY STORE, Fookow, BROCKERS
& Co., Shanghai, KELLY & WALES,
Ltd., Yokohama, KELLY & WALES,
Ltd.

THE CHINA MAIL, LTD.,
5, Wyndham Street, Hongkong.

THE
CHINA MAIL
Washing Books.

Price 30 cents.

FILLIS' CIRCUS

LOCATED: VICTORIA SKATING RINK, Opposite Central Market.

BY SPECIAL REQUEST ON THIS OCCASION ONLY,
DICK TURPIN'S RIDE TO YORK
AND THE DEATH OF BONNIE BLACK BESS.
Also a GRAND AND VARIED CHANGE
Will take place in the First Part of the PROGRAMME.
Note Special Prices to Full Performances.
30 Cents, 50 Cents, One Dollar, Two Dollars, Three Dollars.

Booking Plan at ROBINSON PLANO Co. D. R. McPHERSON, Manager.
Hongkong, August 21, 1911. 1063

NEW BATTLESHIPS.

Fewer But Heavier Guns.

The Naval and Military Record has the
following:—

The possibility of a reduction of several
thousands of tons in the displacement of
the battleships to be laid down under next
year's programme has been widely discus-
sed during the past few days, and in some
quarters has been put forward as an asser-
tained fact. It is stated that the new
vessels will displace between 17,000 and
18,000 tons, will carry an armament of six
15-inch, and a heavier anti-torpedo-boat
equipment than has yet been given to our
Dreadnoughts, and that they will steam 34
to 36 knots. While these suggestions lack
any sort of authority or confirmation, they
certainly reflect in part ideas which have
been prevalent afloat for some time past.
Up to the present there has been a con-
stant increase in the displacements of
Dreadnoughts laid down under successive
programmes, the original 17,000-ton ship
having been followed by vessels of 18,500,
19,250, 19,900, 20,000 and 22,680 tons,
while the King George class probably
marks a further increase. This inflation of
displacement has been held to be inevitable
because other Powers have been matching
our own ships with others of equal or
greater displacement and power. Size,
however, is not necessarily a criterion of
power even in the individual ship, still less
in a fleet built for such general duties as
the British Navy must be, and while we
may, perhaps, discount a good proportion
of the 38 knots credited to the new design,
there is no doubt that a fast, well-armed
ship armed with six 15-inch guns would be
able to tackle with a good prospect of
success any vessel of 50 per cent. greater
displacement yet laid down.

TOO GREAT A STRAIN.

One of the principal reasons given for
this reported departure of the Admiralty is
that the number of guns put into recent
ships is too great a strain for the vessel to
be able to take full advantage of them,
the structural strength of the ship being
incapable of standing for long a continued
discharge of ten heavy guns, which, in
the case of the 12-inch, can be fired
comfortably at the rate of two rounds
a minute, on an average of one round
every thirty seconds. It does not appear,
however, that the new type of vessel
suggested offers any great improvement in
this direction. In a ship of 18,000 tons
engine capable of developing a speed of 30
knots (to say nothing of 38) would
occupy considerable proportion of the
weight and space; and when to this is
added the proportion absorbed by armour
in a vessel of the battleship class the
balance available for structural strength is
not very high. Individually, too, the
15-inch gun would impose a much greater
strain on the ship than the 12-inch or the
13.5-inch, and would require a correspond-
ingly higher strength to withstand it.
According to the published figures (which,
however, are not necessarily strictly
accurate), the muzzle energy of the 13.5-
inch gun is 69,000 foot tons as compared
with 53,400 foot tons of the 50-calibre
12-inch; that is to say, eight 13.5-inch
guns would impose a greater structural strain
than ten 12-inch. It is probable therefore
that six 15-inch will in the aggregate
develop quite as much energy as eight
12-inch—indeed, that involves in the
15-inch only a slightly higher muzzle
energy than the 13.5-inch. We are there-
fore reduced to this: The details for which
The *Pail Mail* is responsible give us a
ship rather smaller in tonnage than the
Indefatigable; such a ship, however, is
to carry a battleship's armour as compared
with the Indefatigable's, cruiser's armour,
is to be structurally so strong as to with-
stand a greater aggregate muzzle energy
distributed over a smaller number of guns
(and therefore more localized), and is to
have a speed some 25 per cent. higher
than that of the Indefatigable. New
appliances and new inventions are con-
ting forward so rapidly in all that concerns
naval construction that one must hesitate
before saying that such a combination as
this is impossible; but it is very obvious
that the suggestion must be received with
considerable caution.

SIR PHILIP WATTS' RETIREMENT.

It is curious that the announcement of
the approaching retirement of Sir Philip
Watts from the post of Director of Naval
Construction should have been made almost
simultaneously with the forecast of an ap-
proaching reduction in the size of battle-
ships; and it is not unnatural, but

nevertheless foolish, that in certain quarters
the two incidents have been connected.
The Director of Naval Construction has, of
course, nothing whatever to do with policy,
his business being to embody in the best
possible unit the requirements of the
Admiralty Board. Sir Philip Watts suc-
ceeded Sir William White at the Admiralty
nine years ago, when we were in the
middle of building the King Edward class.
His first armoured ships laid down for the
fleet were the Duke of Edinburgh and
Black Prince, defects in whose design, not
all attributable to the constructor, were re-
mediated in the Warrior class. It is curious
that the name of Sir Philip Watts is more
closely associated with the Lord Nelsons
than with the Dreadnoughts, but it cannot
be denied that in both types of ship, as well
as in cruisers, destroyers, and submarines,
the retiring chief constructor has given us
vessels fit to rank with the best of the
rest of the world can produce. Sir Philip Watts
was born in 1850, and received his early
professional training at Portsmouth Dock-
yard. He then entered the Royal School of
Naval Architecture and Marine En-
gineering, where he earned considerable
distinction, leaving in 1870 with the Fellow's
diploma. For some years afterwards he
was associated with Mr William Froude
in experimental work for the Admiralty,
and in this capacity was associated with
the building of the Infatigable and with the
rolling experiments carried out in that ship
when she was in the Mediterranean, the
vessel being fitted with water ballast
mechanism designed to counteract the roll-
ing to which the conditions embodied in
her design rendered her liable. In 1885 Sir
Philip Watts succeeded Sir William White
as Chief Constructor at Armstrong, Whit-
worth's yard at Elswick, and while there
designed vessels for the majority of the
fleets of the world, much of the Elswick
Works' reputation having been founded
upon his designs. It is to be hoped that
the vast professional knowledge and ex-
perience of the designer of the Lord Nelson
and the Orion, to mention only two of his
triumphs, will not be lost wholly to the
shipbuilding profession or to the nation.

SEARCHING A SEARCHER.

Captain of the Taiyuan Charged.

The *Manda Times* publishes the
following:—
Rapid fire justice was the order of the
day in Judge Crowfield's court Wednesday
(Aug. 9th) in the case of Captain Li
Dawson, of the steamer Taiyuan, charged
with interfering with an officer of the
bureau of customs, in the discharge of his
duties. The case was filed at 11.00 a.m.,
the trial began at 1.30 and the captain was
acquitted upon the charge at 3.30.
The complaint alleged that on August 8,
while the Taiyuan was at anchor in the bay
within the jurisdiction of the city of
Manila, Joseph Laog, a servant agent of the
bureau of customs, boarded the ship for
the purpose of making a search of the
vessel for contraband opium, and that he
was interfered with by the captain and
two members of the crew. The real
facts in the story, as brought out in the
testimony, were to the effect that the
captain first insisted upon searching the
ship before he would allow him to
proceed down the companionway to search
the lower parts of the ship. This the
agent consented to and he was thoroughly
frisked by the mate captain. Not finding
any of the drug or other contraband articles
on his person, the agent was permitted to
make a search of the entire vessel. Finding
nothing of a contraband nature, Laog went
ashore and reported his experiences to his
chief and the result was the filing of charges
as stated.
Judge Crowfield, in his decision, stated
that beyond a doubt the captain was
justified in his search of the agent before
allowing him to go below; not only just-
ified, but bound to do so for his own pro-
tection and the protection of the owner
and the good name of his ship. The court
further stated that instances had been
known where agents of the customs, in
their zeal to make a record and receive
official recognition, had carried opium
aboard with them and then declared the
stuff to have been found on board.
The decision of the court appears to be
an important one in that it sets a precedent
for ship captains in the future. Captain
Dawson is a British subject and many
British friends, including the vice-consul,
were interested spectators at the trial.

The P. and O. steamer Palermo, which
ran aground on the Kanagawa side of Yoko-
hama during the storm of July 25th and
which was refloated under her own steam
on the 6th instant, has been docked. It
was found that she had sustained no
damage.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch vessel	1700	12	3000	Comdr. Lowndes	Weihaiwei
Astrak	cruiser, 2nd class	4380	10	7000	Captain E. B. Kiddle	Weihaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt. Comdr. B. G. Washington	Weihaiwei
Britomart	river gunboat	710	2	900	Lieut. Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1075	6	1400	Comdr. H. Lynes	Hongkong
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Vesla	Hongkong
Fame	torpedo boat destroyer	390	6	5700	Lieut. Comdr. H. S. Monroe	Weihaiwei
Flora	cruiser, 2nd class	4380	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Hans	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	290	6	4000	Lt. Comdr. M. B. R. Blackwood	Weihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	Weihaiwei
Kinsha	river gunboat	618	4	1200	Lt. Comdr. T. J. S. Lynes	Lahau
Martin	sloop	1040	—	—	Comdr. B. D. M. Davy	Weihaiwei
* Min-tan	cruiser, 1st class	14,800	—	27,000	Capt. Cayley	Weihaiwei
Mumouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power, M.V.O.	Weihaiwei
Moorehead	river gunboat	180	2	800	Lt. Comdr. G. P. Laith	Hongkong
Newcastle	cruiser, 2nd class	4300	—	—	Capt. G. E. P. Hunt, D.S.O.	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut. Comdr. C. H. Woodward	Yangtze
Otter	torpedo boat destroyer	390	6	5300	Comdr. C. L. Lambie	Weihaiwei
Rosario	depot ship, submarines	950	—	1400	Lt. Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt. Comdr. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. E. J. J. Southby	Yangtze
Snipe	river gunboat	85	2	240	Lt. Comdr. Maurice B. Leall	Hongkong
Taku	torpedo boat destroyer	350	6	5500	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt. Comdr. M. B. Hamilton	Shanghai
Virago	torpedo boat destroyer	355	6	5300	Lieut. Comdr. H. D. Adair-Hall	Weihaiwei
Waterwitch	surveying ship	620	—	450	Lt. Comdr. Hancock	Singapore
Whiting	torpedo boat destroyer	360	6	5900	Lieut. Comdr. G. B. Hartford	Weihaiwei
Widgeon	river gunboat	185	2	800	Lieut. Comdr. B. R. Brooke	Yangtze
Woodcock	river gunboat	150	2	600	Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	600	Lt. Comdr. G. F. A. Mulock	Upper Yangtze
38	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt. Comdr. A. A. L. Fenner	Hongkong
33	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

Flagship of Vice-Admiral Alfred L. Winaloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captain.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicoli	Amoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Delzon	Saigon
Alouette	French gunboat	506	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Carondelet	French gunboat	500	6	500	Comdr. J. Gervais	Saigon (Reserve)
Comète	French gunboat	645	10	1000	Lieut. de Linares	Saigon
Decidie	French armoured cruiser	10,014	30	20,000	—	Saigon
Dupetit-Thouars	French gunboat	141	—	—	—	Saigon (Reserve)
Estac	French sub-marine	—	—	—	Lieut. Combet	Saigon
Esturgeon	French destroyer	350	7	303	—	Saigon
Fronde	French gunboat	—	—	—	—	Haiphong
Henri Riviere	French gunboat	203	8	308	—	Haiphong (Reserve)
Jaquini	French gunboat	500	—	—	—	Saigon (Reserve)
Lion	French sub-marine	—	—	—	Lieut. Marre	Saigon
Lynx	French surveying-ship	1825	10	9000	Comdr. Ragot de Touche	Saigon
Manche	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Montcalm	French destroyer	307	6	300	Lieut. de la Roche Kerandrea	Saigon
Mouquet	French gunboat	—	—	—	Lieut. de Maindreville	Upper Yangtze
Oly	French gunboat	130	—	—	Lieut. Puch	Tongku
Paiho	French torpedo boat	130	7	300	Comdr. Mortenol	Hongay
Pistolet	French sub-marine	—	—	—	Lieut. Morris	Saigon
Protee	French battleship (reserve)	9437	8	6071	Capt. Drouet	Saigon
Redoutable	French gunboat	1798	10	1700	Lieut. Serlet	Saigon
Syr	French gunboat	—	—	—	—	Yangtze
Takling	French destroyer	250	6	—	—	Saigon (Reserve)
Takou	French torpedo-depot	—	—	—	—	Hongay
Vaubia	French torpedo-depot	—	—	—	Lieut. Bihel	Cap St. Jacques
Veteran	French gunboat	123	7	500	Lieut. Bissal	Canton
Vigilante	French gunboat	—	—	—	—	—
Emden	German cruiser	3600	22	13,600	Capt. Vollerthus	Tientsin
Gneisenau	German armoured cruiser	11,600	38	26,000	Captain v. Uslar	Tientsin
Idis	German gunboat	900	12	1300	Comdr. Mersmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Meyning	Shanghai
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tientsin
Lauchs	German gunboat	900	10	1350	Capt. Lt. Bendemann	Shanghai
Nürnberg	German cruiser	3400	22	13,200	Capt. Täger (Karl)	Tientsin
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	38	26,000	Capt. Kraft	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tientsin
Taku	German torpedo-boat	230	4	6000	Lieut. Kolbe (Hans)	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Lippe	Shanghai
Tungtung	German river gunboat	223	4	1300	Capt. Lieut. Graf Dohna-Schlödien	Canton
Vaterland	German river gunboat	223	4	800	Capt. Lieut. Kautter	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sonmi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patris	Portuguese gunboat	700	—	—	Captain J. Milheiro	Macao
U. S. submarine	—	—	—	—	Ensign J. M. Murray	Manila
U. S. protected cruiser	—	3430	17	7900	Com. Clarence S. Williams	Yokohama
U. S. torpedo-boat destroyer	—	420	7	8000	Ensign E. R. Root	Manila
U. S. torpedo-boat destroyer	—	420	7	8000	Ensign Robt. W. Cashe	Manila
U. S. gunboat	—	243	8	230	Ensign Stuart W. Calk	Canton
U. S. gunboat	—	423	7	8000	Ensign L. N. McNair	Manila
U. S. torpedo-boat destroyer	—	3100	10	4700	Comdr. John D. McDermald	Amoy
U. S. protected cruiser	—	3100	10	4700	Comdr. Hugh Rodman	Cavite
U. S. protected cruiser	—	420	7	8000	Ensign F. J. Fletcher	Manila
U. S. torpedo-boat destroyer	—	420	9	—	Ensign C. B. Graves	—
U. S. gunboat	—	1397	13	1800	Comdr. William D. Brewster	Yangtze River
U. S. gunboat	—	—	—	—	Comdr. R. O. Bitter	Yangtze River
U. S. gunboat	—	170	6	—	Lieut. J. W. Schoenfeld	Cavite
U. S. gunboat	—	—	—	—	Lieut. C. A. Woodruff	—
U. S. submarine	—	—	—	—	Ensign E. D. Whorter	Manila
U. S. station ship	—	1900	—	5244	Ensign Robt. V. Lowe	Manila
U. S. monitor	—	4084	4	6200	Commander H. A. Bingham	Cavite
U. S. cruiser	—	3430	25	—	Comdr. William G. Miller	Yokohama
U. S. gunboat	—	243	8	—	Lieut. George C. Pogr	Cavite
U. S. submarine	—	—	—	—	Ensign J. C. Van de Carr	Manila
U. S. gunboat	—	—	—	—	Lieut. J. W. Schoenfeld	Cavite
U. S. cruiser	—	4205	14	—	Lt. Comdr. A. N. Mitchell	Cavite
U. S. gunboat	—	243	8	250	Ensign N. H. Goss	Yangtze River
U. S. protected cruiser	—	8120	26	17,075	Comdr. Joseph L. Jayne	Yokohama
U. S. submarine	—	—	—	—	Ensign Henry M. Jensen	Manila
U. S. gunboat	—	370	9	500	Lieut. W. L. Friedel	Yangtze River
U. S. gunboat	—	1397	20	1394	Comdr. W. A. Edgar	Hongkong

The most refreshing Perfume for the hot season—

SWEET LAVENDER!

Watson's Specialities—

Ye Old English Lavender Water

A DELIGHTFUL PERFUME.

Lavender Talcum Powder

PURE, REFRESHING, LUXURIOUS. FOR TOILET AND NURSERY.

Ye Old Mitcham Lavender Soap

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

A. S. Watson & Co., Ltd.,

CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR.

OVERSTRUNG

UPRIGHT

GRAND

BY

Hooff & Hooff

Price \$475.

A Liberal Discount given for CASH.

S. MOUTRIE & CO., LD

SOLE AGENTS.

Hongkong, April 16, 1907.

THE CHARM

OF

GRETONNE

IS SPECIALLY EVIDENT IN THE BRILLIANCE OF THE SUMMER TIME.

Cretonne is always a favourite fabric for covering chairs and sofas, and for hangings, entrance curtains, etc., because of its dainty freshness, its cool, restful appearance and its artistic designs.

We are therefore making a special display of the newest designs, in the newest cretonne fabrics and invite your inspection of these and also our choice stock of other fabrics—all admirably suited to the season. It will cost you very little to beautify the interior of your home.

WM. POWELL, LD.,

Furnishing Department.

VICTORIA THEATRE.

DES VIEUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND 9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST HALL in the COLONY.

GRAND ATTRACTIONS FOR TO-NIGHT AND FOR A FEW DAYS ONLY.

HAN PING CHIEN

AND HIS WONDERFUL SON.

In the Great Balancing Post on Stools balanced on Billiard Balls.

dollars. The total supply in 1910 amounted to 2,034,763 thousand gallons. To this an addition should be made on account of the Kowloon works, which are not yet supplying to their full capacity. The total yearly supply obtainable from our present works may thus be taken at 2,225,000 thousand gallons. Dividing this into the annual cost, we obtain the figure of 22 cents, or about 5 pence, as the cost per 1,000 gallons. This compares favourably with the cost of supplying water in other places, especially if we consider the restricted limits of our gathering grounds here and the difficulty of supplying a district built on such varying levels as Hongkong. The cost of Birmingham water is given at 8 pence, London and Liverpool 7 pence, and Manchester 6 pence per 1,000 gallons. So it seems that from the financial point of view we have little to grumble at.

When, however, we turn from the question of economy to that of efficiency we do not find so much cause for self-congratulation. In 1910 intermittent supply was in force for 165 days. This has happened now for so many years that it has come to be regarded as the regular thing. In four only out of the last twenty years has a constant supply been maintained in the city throughout the year. Since the completion of the rider main scheme and the intermediate reservoir at Tytan in 1907, this intermittence of the supply has not caused so much inconvenience, the shutting off being generally confined to the rider main districts, while the metered supplies got a constant service. But it must not be forgotten that the rainfall of the four years previous to 1910 was most unfavourably distributed for waterworks purposes. An excessively wet month in the middle of summer, such as we are now experiencing, is useless, for the reservoirs overflow and half the water runs to waste, but half the amount of rain falling in the end of September or the beginning of October is of great value. This is just what happened in the years 1906 to 1909, and it is mainly on this account that we came through the following winters so well. We may repeat what we said in dealing with this question two years ago: "It is doubtful if our existing works would be adequate to meet such years as 1895 or 1901 without causing considerable inconvenience in the Colony." It has been a feature in the history of the Hongkong waterworks that the necessary reservoirs and works have always been duly built, but always a few years too late, so that we have not been saved their cost but merely the interest on their cost for those few years, and for this saving have had to put up with an almost constant shortage. The Tytan Tuk scheme was shelved in 1907 for financial reasons, and it behoves the Government to cast about for the means to complete this scheme in order to meet the demand which will certainly arise after the next really dry season.

Kowloon has been more fortunate. Owing to a rapid development in that district about 12 years ago coinciding with a prosperous state of the Colony's finances, an extensive scheme was put in hand, details of which are given in the Public Works Report. These works are estimated to supply about 17 million gallons a day, but at present are only called upon to supply half that amount. One further point remains to be considered, and that is the quality of the water supplied. Bacteriological analysis has thrown some doubts on the absolute purity of the Pokfulam water. The non-expert critic has, however, the gratification of knowing that no serious epidemic has ever been traced to our water supply, and we can but express the hope that every reasonable precaution will be taken to ensure that that supply, admittedly deficient in quantity, shall at least be of such quality as to pass satisfactorily the test of actual use.

The report of the Hon. Director of Public Works for 1910 contains much valuable information on the water supply of the Colony. Combining the information thus obtained with that given in previous reports, we are enabled to form some judgment of the place our waterworks undertakings hold as a business proposition. The waterworks of the Colony, including the supplies to the City, The Peak, Pokfulam, Aberdeen, Shaikwan, Kowloon, and the water-bus supply at Laichikok, have entailed a capital expenditure of about five and three quarter million dollars. The revenue credited to water account, which includes a 2 per cent rate and a charge of 50 cents per thousand gallons for "excess consumption," amounted in 1910 to \$354,000. From this we must deduct the cost of maintenance, \$75,000, and a proportion of the Establishment Charges, say \$25,000, leaving a profit of \$254,000, or about 4 1/2 per cent. per annum, which, in view of the substantial character of the works and of the fact that a considerable amount of the water supplied is not charged for, may be considered a fair return. As however a Government, holding a monopoly of a necessity of life, may charge any price it likes, and may therefore show a profit on its undertakings by charging high prices instead of by economy in works and management, it is as well to look at the figures from all sides. Taking 7 per cent. on the capital cost and adding the cost of maintenance and establishment, brings the annual cost of our water supply to half a million

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs. Vernon and Smyth, is 4s. 8d.

The body of a Chinaman, aged about 30, was found floating in the harbour by the water police and sent to the mortuary.

We have received from the Christian Science Publishing Society and the Committee on Publication for the Christian Science a copy of a book entitled "Editorial Comments on the Life and Work of Mary Baker Eddy."

The steamer Kalomo, which was on fire in Singapore last year and had to be sunk by artillery fire at Paitan, returned recently from home where she had been reconstructed, and has resumed her trips to Manila.

The S.M.R.S. Koko Maru, which arrived at Shanghai on the 18th inst. from Taiwan, brought no mail from the United Kingdom. This explains the reason of the non-arrival of a Siberian mail in Hongkong to-day.

It is reported that San Francisco, where a big dry dock is to be prepared, will be made a great naval base in the Pacific. A battleship squadron will also be stationed on the Pacific coast by the time the Panama canal is open.

The cruisers Kurama and Tono, which are on their homeward voyage, are expected to arrive at Colombo on the 18th of October next and at Singapore on the 30th inst. when they will sail for Yokosuka direct, to arrive on the 18th of November.

News comes from Canton to the effect that Admiral Li has completely recovered from the effects of all his injuries but the wound on his hip, which, however, has become worse. His doctor says his recovery will take some considerable time.

The vessels building, or to be built, at the Mitsui Bishi Dockyard at Nagasaki include a big armoured cruiser of 26,800 tons, a second class cruiser of 4,950 tons, a gun-boat for the Chinese navy, a steamer for the Toyo Kisen Kaisha of 9,100 tons and a steamer of 6,000 tons for the Nippon Yusen Kaisha. The company besides building these ships is now engaged in constructing 278 goods trucks for the Imperial Railways.

On Sunday night H. E. the Governor of Macao gave a dinner in honour of Commander Whang and officers of the Chinese cruiser "Hanchow." There were about 20 guests present, composed chiefly of Portuguese naval and military officers. A band was in attendance. During the dinner the Governor proposed the toast of "The Empire of China," the band striking up the Chinese National Anthem, while later Commander Whang proposed "The Republic of Portugal."

At the Shanghai Club a pleasing ceremony took place when Mr. H. Figge, manager of the Deutsch-Asiatische Bank in Shanghai, who has since left for Europe, was presented by the Exchange and Bullion Brokers with a handsome silver tea-service. Nominally a wedding present, the gift was at the same time a token of the appreciation of the donors of the kindly courtesy which Mr. Figge has always extended to them during his tenure of office at the German Bank in Shanghai.

Considerable excitement was caused in the vicinity of the Victoria Hall, Shanghai, recently by the appearance of two attractive looking young girls attired in the much discussed harem skirt. The dresses were made of pongee silk, the trousers being draped with silk looped to the sides. While the dress on the whole looked somewhat attractive it is safe to say that it will not become popular among the majority of Shanghai residents. The fair wearers were the cynosure of all eyes and could not help overhearing numerous criticisms from the beholders of the novel garb.

The Shanghai Fisheries, Ltd. has been formed to acquire steam trawlers to operate in the estuary of the Yangtze, and to carry on among other things the sale of fresh fish, with reference to which an agreement has been entered into with the native fish hongs. The Directors of the company are Messrs. G. M. Wheelock, Wong Su-ping, F. H. Crossley, and A. L. Anderson, and an agreement has been entered into with Messrs. A. L. Anderson and Co. to act as secretaries and general managers. The capital of the company is £125,000, divided into 25,000 shares of £5 each, and of these 10,000 are now being issued.

The problem of the control of the street hawkers has long been occupying the attention of the Shanghai authorities, and certain measures are now to be enforced for the protection of the native consumer. The hawkers, in future, must obtain a Municipal market ticket, before offering goods for sale, and the baskets in which food is exposed are, in future, to be fly-proof. The attention of managers of clubs and messes has been specially drawn to the fact that nearly all the illness in Shanghai during the summer can be traced to absence of proper precautions with regard to food.

A novel feature of an "Orphan's picnic" of the Catholic church of the Epiphany, Peking, was to be a game for a bride, a blonde of 30 years, who consented to marry the bachelor holding the lucky ticket. Tickets, sold at 10 cents each, the couple were to get a free marriage licence, to be married free of charge, and to get a free honeymoon trip and a home completely furnished.

NEWS OF THE DAY.

H.M.S. Robin arrived this morning from Canton.

Admiral Togo is quoted as approving of the idea of an arbitration treaty between Japan, America, England, and France.

A silver watch and gold chain, value \$110, has been stolen from the mess of the Hongkong and Shanghai Bank, at the Peak.

An expedition numbering 2000 will leave early in October to punish the Abur murderers of Mr. Noel Williamson and Dr. Gregerson in Assam.

News has come out by the mail that the Pan-Asian Conference has voted the sum of £2,000 for permanent work in connection with the Diocese of Singapore.

Mr. Cleaver, a Liverpool solicitor, has obtained a divorce from his wife, with £2000 damages against Lord Victor Paget, heir-presumptive to the Marquis of Anglesea.

The famous conjurer Han Ping Chien appears at the Victoria Theatre to-night and for a few nights only. His son does a most marvellous balancing feat on stools, the legs of which are placed on billiard balls.

The rainfall registered at the Botanical Gardens from the 14th to the 20th inst. was as follows:—August 14th, .54 ins; 15th, 1.02 ins; 16th, 1.59 ins; 17th, 3.53 ins; 18th, 2.52 ins; 19th, 1.33 ins; 20th, 1.29 ins; total, 11.52 inches.

The Yokohama office of the C. P. R. is in receipt of a wireless message from the R. M. S. Montezuma, sent at 10.30 a.m. Monday, 21st August, when the vessel was 746 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama at day-light on Thursday, the 24th inst.

A violent eruption of Mt. Asamayama occurred on the 14th inst. At the time three parties of Japanese and foreigners were on the mountain and were caught in the eruption. Several were badly hurt. The Rev. Mr. Hall was killed, the Rev. Mr. De Twiler was seriously injured, and two Japanese also were killed.

SOCIAL AND PERSONAL.

The King recently received M. Beaumont (Lieutenant Comma) in audience and congratulated him on winning the Daily Mail race.

We are glad to announce that Lieutenant Commander Archdale, of H.M.S. Rosario, has returned to duty after recently spraining his ankle.

Teodora Alonza Rial, mother of the famous Filipino patriot, scholar and author, has died at her home in Calle San Fernando, Biondo. Mrs. Rial had reached the extreme age of 84 and her death was due to senile debility.

The death is announced of Mr. N. Morgan, formerly Adviser to the Yokohama Fire Brigade, which took place recently at his residence on the Bluff. The late Mr. Morgan had been blind for about six years and had been tenderly cared for during that time by his daughter and his son; the latter having taken up his father's position as head of the Fire Brigade.

A Paris message says the marriage of the Princess Elizabeth of Roumania, daughter of the Crown Prince, and Prince George of Greece, eldest son of the Crown Prince and grandson of King George, will take place in September. The Princess Elizabeth inherits the wonderful beauty and vivacious temperament of her mother, who before her marriage was Her Royal Highness Marie, Princess Royal of Great Britain.

An interesting presentation was recently made in the Shanghai Club to Mr. C. A. Graves, resident secretary of the Royal Insurance Society. Mr. Graves, who has held this position for some time, has just been appointed manager of the foreign fire department of the Company, and has since left for home by the P. & O. steamer Nore for London to take up his new duties. The presentation was from several insurance friends and took the form of a silver tea service.

The death has occurred at Yokohama of Captain Carew, who had been suffering for about a week from diphtheria. Captain Carew was greatly respected by those who knew him. For many years he was in the service of the M.F.N., and afterwards acted as Inland Sea pilot. He retired from the sea about eight years ago, and after making a tour in Europe settled down in Yokohama. Captain Carew was a very well-read man, and possessed a mine of information on many subjects outside his own profession.

Among the passengers for home by the E. & O. steamer Deynasha was Mr. Charles Maxwell, late chief engineer of the Indo-China steamer E. Sang who, after a lifetime in the Far East, intends settling down in the old country. Mr. Maxwell joined the Indo-China Company in July, 1898, and in 1899 was promoted to chief engineer of the ill-fated Kowshing. Fortunately he was transferred from that vessel shortly before her sinking by the Japanese, with nearly all hands during the China Japan war, and for the last eight years has been the chief engineer of the E. Sang.

THE ROARING LOOM OF LONDON.

(Written specially for the "China Mail.")

Many years ago, when "Tung Chi" was delighting the world of Northern China with his lyrical effusions, he unburdened his soul of the following, under the style and title of "The Quick and the Dead":—

I stood upon the bridge whose arches span the Thames at Westminster, and saw the through

Of the great city's life, a tide that ran mysterious, unceasing, dark and strong, Till, wearied of the thought-compelling sight,

I sought the silence of a slumbering street.

What is this life, I said, which, day and night With restless ebb and flow doth ever beat

Upon the rocks of chance and destiny? A few years hence, and lo! it leaves behind

No sign henceforth to all eternity! And, musing thus, there came into my mind

The memory of another bridge which stands Splendid, but silent, by an eastern stream,

An idle stream, beside whose reed-girt sands Once stood a city, gone now as a dream.

Age ago, from dawn till close of day, Ere London was, they hurried in Cathay.

These lines came back to memory more than once as I traversed London from north to south, east to west, during the Coronation-time, for the roaring loom of the great city was running at express speed then and the sound thereof was past all describing. Though so much of London's traffic has been transferred underground, where God's good sunlight never penetrates, the streets of the mighty Leviathan which spread so far and wide on either side of the muddy Thames are as congested as ever. The introduction of motor traction has but added to the turmoil and the crush, for these vehicles have "speeded-up" the rate of traffic very considerably. Indeed, to the average person the perils of London's streets have been added to twenty-fold within the space of the last few years; so increasingly desperate has become the pace. Yet it is surprising how few accidents really occur, considering the millions of people which pour in and out of the city and pursue their labours therein day in, day out. Towards this admirable result the London Police contribute most largely. It is one of the sights of the 20th century to see how these splendidly trained men regulate the traffic and control the huge mass of pedestrians, horse-drawn or machine-propelled vehicles. And how patient, courteous, and resourceful they are. No wonder a country-visitant who had to appeal to them for aid and assistance rather frequently during her recent visit "to town" called them "these dear Bobbies." London is proud of her police and it is a cheering sign of the times to see how the crowd supports them in their arduous duties. Of course, there are exceptions, I know, in those desolate, God-forsaken districts where poverty, squalor, vice and misery herd together in pestilential company, where we find the submerged tenth in all its ghastliness; there the policeman takes his life more literally into his own hand than in the midst of the crowded traffic of the Strand.

To return, however, to the question raised by "Tung Chi"—what is this life which flows "mysterious, unceasing, dark and strong" through London Town? If one could find an adequate answer the solution of the riddle of the Sphinx of ancient Egypt would be near at hand and poor humanity nearer the goal of its desires. What impresses the stranger from lands afar is the terrible slovenliness of each from the other as he or she traverses the mighty city, each intent on his or her own particular business, whether in pursuit of the hard-won daily bread or the ephemeral delights of pleasure. Yet little acts of kindness are constantly being done by this self-absorbed tide of multitudinous humanity, quietly, unobtrusively, forgotten almost as soon as done. So that, after all, the crowd is not such a terrible monster as it looks; it is human beneath the crust. Careworn and weary are many of its component parts, for on the

whole the London mob is not a joyous, light-hearted entity. Life for the great majority is evidently a terrible burden and a momentous responsibility, and this is reflected on their faces. Grim Care and Apprehension of the Future too often ride on either hand. The average Londoner, too, notwithstanding the spread of hygiene, the opening up of playing grounds, the disgorging of vast crowds each evening into "garden suburbs," etc., is a white-faced specimen of the race, with anxious, fearful look. Yet he can laugh merrily enough, when for a moment the earthing care of a momentous life are temporarily assuaged as he takes his pleasure at theatre, music-hall or cinematograph. Above all he is growing increasingly sober, as the balance sheets of the big brewing and distilling companies show. This is not due so much to a change in his moral standards as to the extraordinary increase in the number of cheap places of amusement now open to him, principally moving pictures shown with a few songs and dances thrown in. Here he can turn in at all hours and for a penny or so see the latest happenings in the world around; he can take "the wife and kids" occasionally, and he does; and his old familiar "pub" gradually loses all touch with him. Surely this must be an asset to the good in the gradual uplift of the race. Despite the popularity of many of the picture-shows, these films which throw upon the screen the events of the day must clearly have an educative and widening effect. So the average Londoner of to-day is a little wider in his field of vision than was his father, though there is nothing that, taken in the mass, he is still dreadfully self-centred and incapable of viewing things except from the narrow standpoint of his immediate surroundings, but that is a fault which he shares with his countrymen in the provinces. Yet London, of all the cities of the world, offers unparalleled advantages to those who can partake of her amenities. Nowhere else can one see gathered within such a comparatively small radius more stately buildings, more beautiful picture galleries, more marvellous museums, or collections of rarities. Here comes at one time or another all the finest of the world's artists in every conceivable form of artistic achievement. Hence the theatres, the concert halls, the opera, art exhibitions, conferences, etc., which London provides in profusion are of the very best. Truly the Londoner is justified in his pride: he is a citizen of no mean city.

A. B. B.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong from the Manila Observatory at 8.30 a.m. to-day:—

Manila, August 22, 7.10 a.m.—Cyclone or typhoon W. of the Ladrones or Marianas Islands, direction unknown.

A message received at 11.15 a.m. says the typhoon is moving W. or W.N.W.

SUMMONSES DISMISSED.

Mr F. A. Hazelard, at the Magistracy this morning, gave judgment in the rehearing of a case in which an Indian constable was fined \$5 on a cross-summons of two rickshaw coolies in the employ of Dr Jordan for assault and for damaging their rickshaw in July.

His Worship said that the summons, in which defendant, was charged under the Malicious Damage Ordinance, must be dismissed. There was a doubt as to how the thing happened and as plaintiff had not proved the case both summonses must be dismissed.

The bill introduced in the House of Commons in reference to the construction of a second cable from Australia to New Zealand by the Pacific Cable Board, authorises the board to provide the cable out of the reserve fund, and provided the reserve fund is thereby reduced below £100,000, the board is to repay the amount in 35 years at 3 1/2 per cent.

TIME SAVED.

If you are a working man you will appreciate the promptness with which Chamberlain's Colic, Cholera and Diarrhoea remedy acts. A severe attack of diarrhoea or cramp colic is usually cured by one or two doses and no loss of time will be incurred. Whereas several days would be required to overcome the effect of such an attack under the ordinary method of treatment. For sale by all Chemists and Storekeepers.

A ROYAL WARRANT

"KING GEORGE IV"

LIQUEUR WHISKY

THE D.C. & CO. LTD.

EDINBURGH

'King George IV' White Label Whisky.

\$21.00 per dozen.

'King George IV' Gold Label (Very Old Liqueur) Whisky.

\$28.00 per dozen.

SOLE AGENTS:

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong.

BY TELEGRAPH.

[Continued.]

THE STRIKE SETTLEMENT.

GENERAL SATISFACTION.

(Reuter's Service to the China Mail.)

London, Aug. 21.

The North Eastern railway is still disgruntled, the men being dissatisfied because the Company notifies that it is only taking strikers back "as required."

The Company holds that the strike was not justified, it having long ago recognised the Unions, and, moreover, the Company is not a party to the conciliation scheme.

The line is still guarded by troops.

PRAISE FOR WAR OFFICE.

Commenting on the strike settlement, the newspapers generally rejoice at the promptness and efficiency of the War Office action, without which they consider that the violence and sabotage would have been much greater. They also applaud Mr. Churchill's firmness, and think that the settlement is a case of honourable ease between the Companies and the men.

RAILWAYMEN'S VIEWS.

The railwaymen's representatives are satisfied with the settlement, and especially with the fact that they had a round-table talk with the directors, implying a recognition of the Unions. But there seems to be a certain amount of suspicion and dissatisfaction in some of the northern centres.

MESSAGE FROM THE KING.

His Majesty the King has telegraphed to Mr. Buxton, the President of the Board of Trade, congratulating him on the settlement.

HOOLIGANISM.

There are still reports of disorders, mostly caused by hooligans, and some attempts at train-wrecking in the North of England, South Wales, Bristol and Lincoln, where serious rioting occurred and considerable damage was caused by rowdies on Saturday night and Sunday morning. The disturbances, however, subsided on the arrival of several hundred soldiers from Nottingham.

SATISFACTORY FEATURES.

Even in the Midlands and the North nearly all the men have returned to work except those of the North Eastern Railway Company.

It is announced that the London services are now excellent. Great satisfaction is also caused by the fact that the drought has come to an end, a steady rain falling.

THE LLANELLY EXPLOSION.

Five of the bodies discovered after the Llanelly explosion have been identified. Two are unrecognisable. Fifteen of the injured have been detained in Hospital, and scores of persons received minor injuries.

REINSTATEMENT OF STRIKERS.

The North Eastern Railway men are awaiting the result of a conference being held at York regarding the reinstatement of strikers. There is also an important meeting being held between the London men's representatives and the Board of Trade on the same point.

The clause regarding reinstatement says: "At the earliest practicable moment." This the men interpret as meaning at once, and they are indignant because all the strikers have not been taken on immediately in their old posts.

THE COMMISSION OF INQUIRY.

Viceast St. Aldwyn has called at the Board of Trade office. It is understood he will be Chairman of the Government's Commission of Inquiry into the working of the Conciliation Boards.

NORMAL CONDITIONS.

The country has practically resumed its normal aspect.

LIVERPOOL DISPUTE SETTLED.

The Liverpool shipping dispute is settled. The dockers, carters and coal-heavers resume work immediately.

BY TELEGRAPH.

RIOTING IN THE NORTH.

Serious rioting is reported from Darlington and Bishop Auckland, both of which are on the North Eastern Railway system.

A body of 1,100 troops has been despatched.

OBITUARY.

DR. GUINNESS ROGERS.

(Reuter's Service to the China Mail.)

London, August 22.

The death has occurred of the Rev. Dr. Guinness Rogers.

[Note.—By the death of Dr. Guinness Rogers at the age of 88 years, Nonconformity loses a stalwart champion. The deceased was born at Enniskillen and educated at Silchester School, Walsfield, Trinity College, Dublin, (where he obtained his B.A. degree), and Lanchester Independent College. He became a Congregational Minister at Newcastle in 1848 and in 1850 was Chairman of the Lanchester Congregational Union. In 1874 he became Chairman of the Congregational Union of England and Wales. From the year 1885 to 1900 he was minister of the Clapham Congregational Church, and here he gained a great reputation as a preacher. Since the latter year he had held no pastoral office, but always been prominent in Nonconformist life. He was the writer of numerous theological treatises.—Ed. C. M.]

THE BRITISH ARMY.

NEW COMMANDS.

(Reuter's Service to the China Mail.)

London, Aug. 22.

Lieut. General Sir Reginald C. Hart has been appointed Commander-in-Chief in South Africa.

Lieut. General Sir Herbert C. O. Plumer has been appointed to the Northern Command.

Lieut. General Sir Horace L. Smith-Dorrien has been assigned to the Southern Command.

FRANCE AND JAPAN.

IMPORTANT COMMERCIAL AGREEMENT.

(Reuter's Service to the China Mail.)

London, August 22.

The Franco-Japanese Commercial Agreement has been signed in Paris.

It provides for mutual most favoured nation treatment between the countries. France applies the minimum tariff to Japanese products, especially haberdashery, silks, wools and lacquer goods, while Japan reduces her duties on fifteen principal French exports.

France recognises Japan's right to exclude foreign shipping from participating in the Japan coasting trade.

THE TURF.

SUNSTAR'S CAREER ENDED.

(Reuter's Service to the China Mail.)

London, August 21.

Suntar, the winner of this year's Derby, has broken down. Mr. J. B. Joel, the owner, has decided to send the animal to the stud.

IRISH NEWSBOYS STRIKE.

RIOTOUS SCENES IN DUBLIN.

(Reuter's Service to the China Mail.)

London, Aug. 21.

Riotous scenes are reported from Dublin, where striking newsboys wrecked a number of newspaper vans and made a bonfire of their contents.

There were repeated baton charges by the police.

PERSIAN RAILWAYS.

THE RUSSO-GERMAN AGREEMENT.

(Reuter's Service to the China Mail.)

London, Aug. 21.

By the terms of the Russo-German agreement Russia agrees to apply to the Persian Government for railway concessions, including a line from Teheran to Kharak. Both Governments agree not to introduce transit dues and differential tariffs on the Kharak-Teheran and Kharak-Bagdad lines. Russia also undertakes not to hinder the completion of the Bagdad railway, or the participation of foreign capital, but she has the right to transfer the Teheran-Kharak line to any foreign financial group.

ANTISEPTIC OINTMENT.

CUTS and bruises may be healed in about one-third the time required by the usual treatment by applying Chamberlain's Pain Balm. It is an antiseptic and causes such injuries to heal without infection. This liniment also cures soreness of the muscles and rheumatic pain. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

HOME CRICKET.

(Reuter's Service to the China Mail.)

London, August 21.

Playing at Hinxley, Warwickshire defeated Leicestershire by an innings and 54 runs.

THE CANTON UNREST.

(Wah Tsa Yat Po's Service.)

Peking, August 21.

The Prince Regent intends to send a high officer to Canton to investigate the extent of the Revolutionists' power there and to ascertain what they are aiming at.

IN DEFENCE OF HONOUR.

(Wah Tsa Yat Po's Service.)

Peking, August 21.

H.E. Shuk Yin To, the Chinese Minister in St. Petersburg, has wired to the Imperial Government that Mrs. Wong, the daughter-in-law of H.E. Ching Tak Chuan, Governor of Kiangsu, has in Finland, in self-defence from indecent assault, shot to death Chun Chan, son of Yee Kook, the degraded Tartar General of Shansi. According to Chinese criminal law she is not guilty of murder, but the Russian Government holds that she has disturbed the peace. The Chinese Minister is now negotiating with the Russian Government on the matter.

AN APPEAL CASE.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Gompertz, sitting as a Full Court, at the Supreme Court this morning, Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. E. Lind, moved that the order made in the action of Li Po Kam (plaintiff), respondents, and Li Ki Tong (defendant), respondents, on July 7, that the respondent have leave to sign final judgment against the appellant, be reversed and that an order be made that the appellant have unconditional leave to defend the action.

Mr. Eldon Potter appeared for respondent, instructed by Mr. C. E. H. Beavis.

Mr. Pollock said that the Chief Justice had had the matter before him in Chambers and leave was given to sign final judgment against the appellants, as defendant in the action, and it was from that order giving the respondent, the plaintiff in the action, liberty to sign final judgment that that appeal was brought. He might say at once that he proposed to lay various grounds before the Court which were not laid before the Chief Justice in Chambers. The first document to which he would call their attention was the writ of summons which respondent claimed to be a specially endorsed writ, but he thought he would satisfy their Lordships that it was not a specially endorsed writ. Plaintiff's claim was for \$10,000, interest to June 9 at 8 per cent, in respect of a loan of \$33,300 by plaintiff to defendant, secured by an indenture of mortgage dated July 31, 1907. The first point was that they were claiming interest, and it was therefore necessary for the Court to look at the indenture of mortgage in which there was no covenant or agreement to pay interest. The form of the mortgage was such that simply certain property was given as security for a sum of money and interest, or in other words, the mortgage simply meant a charge on the property without any personal covenant for payment.

The hearing was adjourned.

SPORTING.

Gymkhana Notes.

Training for the postponed fourth gymkhana has been progressing more favourably the last two days, inasmuch as weather conditions have greatly improved. This morning there was a fresh breeze in the air that reminded one of the shooting season now so near at hand. The two courses have dried considerably and the sand track can now be considered "good going." The grass course is, of course, still closed.

A few gallops were done this morning, but most of the ponies are being held over till to-morrow and will be given only one gallop this week. The times taken were:—

Chibby, owner, one mile and a quarter, last mile, 38.3, 1.15, 1.53, 2.25, 4.4.
Glenagarry, Gagg, one mile, 2.17, 3, last half, 34.1, 1.88.4.
Kerry boy, one mile and a quarter, last mile, 41.2, 1.21.4, 1.53, 2.30.
Aichenduff, Having, half-mile, 32.1.05.
Lachin, three quarters, 26.3, 1.08, 1.39.

We understand the Chinese cruiser Hanchow, which has been anchored off Macao, was to leave to-day for Hongkong. During the cruiser's stay none of the Chinese sailors have been permitted to go ashore.

A DANGEROUS DISEASE.

Dysentery is a dangerous disease but can be cured. Chamberlain's Colic, Cholera and Diarrhoea Remedy has been successfully used in case epidemics of dysentery. For sale by all Chemists and Storekeepers.

CORONATION MEDALS FOR HONGKONG.

In commemoration of his Coronation, His Majesty the King has been graciously pleased to award Coronation Medals to Their Excellencies Sir Frederick and Lady Lugard, and also to H.R. Major-General C. A. Anderson, General Officer Commanding, South China.

CHINESE TROOPS NEAR MACAO.

We learn that two battalions of Chinese troops, numbering 570 in all, have arrived at Chin Shan, about four miles from Macao. They are all newly-trained soldiers, and are accommodated in a big matted.

Varying reasons are advanced to explain their presence at this spot. In some quarters it is stated that they have been sent thither as they could not be trusted in Canton, while the officers themselves assert that they have been merely despatched to the place and ordered to await further instructions.

It is stated that two more battalions will shortly arrive.

AT THE MAGISTRACY.

An Indian constable was fined \$10 by Mr. J. R. Wood, for assaulting two Chinese in Queen's Road West.

Mr. A. Charlton, Secretary of Messrs H. Price and Co., Ltd., was fined \$25 by Mr. F. A. Hazell at the Magistracy this morning for permitting the removal of 231 gallons of beer from the warehouse without a permit.

Two Europeans, J. H. MacHenry and A. E. Gagnon, were charged, at the Magistracy this morning with being in possession of 95 tads of opium. The case was remanded, bail being allowed in the sum of \$500 each. MacHenry was also charged with being in possession of offensive weapons. This case was also remanded, bail of \$50 being allowed. Defendants were arrested in Pender's Hill by Chief Excise Officer G. Hogarth and Detective Sergeant M. O'Sullivan.

IMPERIAL FINANCE.

United Kingdom Proportions.

A Treasury return just issued shows that last year the contributions of the United Kingdom towards the Imperial expenditure were as follows:—

England 90.33 per cent.
Scotland 9.22 per cent.
Ireland25 per cent.
The contributions to the revenue were as follows:—
England 84.38 per cent.
Scotland 9.86 per cent.
Ireland 5.78 per cent.
The local expenditure was in the following proportion:—
England 73.19 per cent.
Scotland 11.03 per cent.
Ireland 15.78 per cent.

THE GRIFFIN'S FAREWELL TO HIS H. USE COOLIE.

"Call me early, aged coolie, call me early in the morn,
For I'm going back to England, to the land where I was born.
I'm so tired—so tired of rubber, and I've paid out all I've got
In educating talpans, who've no brains amongst the lot."

Yes, they boldly took my little all, and threw it down a drain,
Then tried in pudden-headed ways to get it back again.
Yet when the losers showed them how to make their projects pay,
They still continued blithely in their pudden-headed way.

For the sake of agent's fees and such (which paid the office staff)
They scorned all schemes for betterment—dismissed them with a laugh.
Continued still to struggle in the choking fogs of debt,
And even tried to borrow more; in fact they're trying yet.

The workers, who have lost the fruits of many years of toil,
In idleness are hatching plots involving boiling oil.
But when they go to meetings, just to ascertain the cause,
They carry votes of confidence 'midst thunderous applause.

And when you kindly treat a man, and lend him all you can,
To help him through his troubles, as you would 'twixt man and man,
Though it sounds to you incredible, yet coolie, 'tis a fact,
When you ask him for your money back, he pleads the Gaming Act.

Call me early, ancient coolie, you're a good and willing lad,
Who only stole some underclothes, but never all I had.
And I'll keep a kindly thought for you who always did your best,
Sogood-bye, ancient coolie-man, to Hades with the rest."

JAY DEXTER, in the N.O. Daily News.

NOTHING SUPERIOR.

An ordinary case of Diarrhoea can, as a rule, be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy has no superior for bowel complaints. For sale by all Chemists and Storekeepers.

WHY PAY

\$1.75

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Master Christopher, by Mrs. Henry de La Pasture.

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The Summer Book, by Max Pemberton.

He is Risen Again, by Charles Morley.

The Indications of a Lady's Maid, by William Le Queux.

A Mysterious Lover, by Alice M. Diehl.

Lilamant, by Maud Diver.

Our Lady of the Leopards, by Albert Dornier.

When the Red Gods Call, by Beatrice Grimshaw.

Long Bow and Broad Arrow, by Major W. P. Drury.

Thus Spake Mrs. Grundy, by Annesley Kenney.

The Green Mouse, by Robert W. Chambers.

Hazel Griffin, by Mary S. Crawford.

The Irresistible Husband, by Vincent Brown.

The Housewife, by Mrs. Fred Reynolds.

Life and Its Puppets, by Otto Roedel.

The White Peacock, by D. H. Lawrence.

Tillars of the Soil, by J. E. Patterson.

The Legacy, by Mary S. Watts.

The Ring of Pleasure, by Paul Creswick.

The Garden of Resurrection, by E. Temple Thurston.

The Street of To-day, by John Mansfield.

The Escape Agency, by C. J. Catcliffe Hyde.

THE EDWARD DISPENSARY,

C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.

MANAGER—CHENG KAM HING.

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PRESCRIPTIONS ACCURATELY DISPENSED.

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PATENT MEDICINES.

PRICES MODERATE.

62A, Queen's Road, Central.

Hongkong, February 9, 1911.

194

HOSE PIPES

Why buy Hose which quickly decays, when you can get

MERRYWEATHER'S

High-class Brands,

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HOSE PIPES?

Specify "LONDON MADE" Hose.

Write for Illustrated Pamphlet with prices.

MERRYWEATHER & SONS,

63, LONG ACRE, LONDON, W.C.

Established over 200 years.

SALE OF CROWN LAND.

One of the few remaining desirable sites in the Colony for residential purposes in the high level district, was put up by sale by public auction at the offices of the P.W.D., yesterday afternoon. The site has an area of 16,675 square feet and is to the south of Clarendon in May Road the residence of the manager of the Deutsche Asiatische Bank. It is in a commanding position facing the harbour, of which it has a full view from end to end. The site will possess the additional advantage of easy access by reason of the new road projected by Government joining May Road with Boven Road. Besides the applicant for this land, Mr. Joseph, exchange broker, also attended the sale as an interested bidder.

Upon the Land Surveyor, Mr. Rees, putting the property up Mr. O. F. Carvalho, of the Hongkong and Shanghai Bank, offered the new price of \$3,335, and in the absence of competition the lot was knocked down to him for that price, which works out at 20 cents per square foot. The Crown rent attached to the lot is \$114 a year.

It is the intention of the purchaser of the site to put up a substantial residential building on the site for his own occupation, and from the plans which have been drawn up by the architect, the building has a double frontage and is in keeping with the superior style of European houses in the vicinity.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRIC LINE"

Proposed Sailings from Hongkong

Steamers from Hongkong	On or about	Connecting at Calcutta with	on or about
C. APCAR	29th Aug.	A Steamer	
POOKANG	2nd Sept.		
KYKANG	8th Sept.		
JARAN	13th Sept.		

For Freight and further particulars apply to

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KITSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil

HORNSBY-STOCKPORT

GAS ENGINE AND SUCTION GAS PLANTS

OVER 11,000 IN DAILY USE

HORNSBY OIL ENGINES.

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THE EXPANDED METAL CO., LTD.

EXPANDED METAL FOR RE-INFORCED CONCRETE.

BRITISH BUFFALO MOTOR CO.

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All Kinds of Machinery and Engineering Supplies.

CONSOLIDATED PNEUMATIC TOOL CO., LTD.

Pneumatic Tools and Air Compressor for working on Iron, Wood or Rock.

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LIDGERWOOD MANTON CO.

Hoisting Engines, Pile Drivers, &c.

Wm. BRIGGS & SON, Ltd., Dundee

Bituminous "Emulsions" and Solutions and Marine Glue, and

Various other Manufacturers.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay

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CONTRACTORS TO HIS MAJESTY'S NAVY.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	NORRE	10 a.m. 24th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY	DELTA	About 24th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY	DELTA	About 24th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY	DELTA	About 24th Aug.	Freight and Passage.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Yokohama, Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 11 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong:	From Quebec:
EMPEROR OF INDIA, SATURDAY, 2nd Sept.	ALLEN LINE, FRIDAY, 29th Sept.
EMPEROR OF JAPAN, SATURDAY, 23rd Sept.	EMPEROR OF IRELAND, FRIDAY, 20th Oct.
EMPEROR OF INDIA, SATURDAY, 14th Oct.	EMPEROR OF BRITAIN, FRIDAY, 1st Dec.

Steamships leave Hongkong at 6 p.m.

All steamships of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$21.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'EMPEROR OF INDIA' carries only 'One Class' of Saloon Passengers (armed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York.

For further Information, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Forder Street and Praya (Opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

Steamer	Tons	Captain	To Sail
MYGGA	3828	Erind Meyer	September 1st.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For freight rates and further information, communicate with or apply to FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

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Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Connecting Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Seattle, Nagasaki, Kobe, Yokohama, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	SEATTLE MARU	6182	Wednesday, 6th Sept., at 11 a.m.
VICTORIA, B.C. & TACOMA via Seattle, Nagasaki, Kobe, Yokohama, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	MEXICO MARU	6064	Saturday, 16th Sept., at 11 a.m.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & SOSHU MARU, AMOY		WEDNESDAY, 23rd Aug., at 10 a.m.
IAMSUI, via SWATOW & AMOY DAIGI MARU		SUNDAY, 27th Aug., at 10 a.m.
FOOCHOW, via SWATOW & CHOSHUN MARU, AMOY		WEDNESDAY, 30th Aug., at 10 a.m.

Fast speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor No. 1, Queen's Buildings.

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Only line taking the warm SEASIDE ROUTE across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
SIBERIA	18,000 Tons, SATURDAY, 26th Aug., at 1 p.m.
MANCHURIA	27,000 " " FRIDAY, 8th Sept., at 1 p.m.
MONSIEUR	27,000 " " SATURDAY, 30th Sept., at 1 p.m.
KOREA	18,000 " " SATURDAY, 28th Oct., at 1 p.m.
SIBERIA	18,000 " " FRIDAY, 10th Nov., at 1 p.m.
MANCHURIA	27,000 " " SATURDAY, 26th Nov., at 1 p.m.
MONSIEUR	27,000 " " SATURDAY, 18th Dec., at 1 p.m.
KOREA	18,000 " " FRIDAY, 12th Jan., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The S. S. SIBERIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, the 26th August, at 1 p.m.

Fares: Hongkong to London £71.10.0. Return six months £120 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia to European Officials in the Service of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.E. Services; U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Government of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE

China.....10,200 " FRIDAY, 1st Sept., at 1 p.m.

Persia.....9,000 Tons, FRIDAY, 20th Oct., at 1 p.m.

The S. S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, September 1st, at 1 p.m.

On the Five MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London, via Canadian Atlantic Port \$243.

Hongkong to San Francisco, via New York \$225.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to passage and freight, apply to the Agency (the Company, Kure's Building opposite Blake Pier).

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TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
CHIYO MARU	21,000	W. W. GREEN	Friday, Sept. 15, at Noon.
AMERICA MARU	11,000	A. G. SEYMOUR	Friday, Oct. 6, at Noon.
TENYO MARU	21,000	E. BENT	Friday, Oct. 13, at Noon.
SHINYO MARU	21,000	H. S. SMITH	Friday, Nov. 3, at Noon.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOICHI, YOKOHAMA & HONOLULU, on FRIDAY, 16th September, at Noon.

SOUTH AMERICAN LINE:

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.

The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
KIYO MARU	17,500	Tuesday, Aug. 22, at Noon.
BUYO MARU	10,600	Saturday, Oct. 14, at Noon.
HONGKONG MARU	11,000	Wednesday, Dec. 13, at Noon.

The Steamer 'KIYO MARU' will be despatched from HONGKONG for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 22nd August, at Noon.

FARES FROM HONGKONG:

To London.....£71.10.0.

To Valparaiso.....Yen 570.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Ports:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call. To all points:—Missionaries and their families.

(These concessions apply to San Francisco line only).

These magnificent steamers a most up-to-date and luxurious in every way.

Excellent Cuisine and Accommodation.

The 'TENYO MARU', 'CHIYO MARU' and 'SHINYO MARU' are fitted with Turbine Engines and Triple Screw. Records speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent.

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Hongkong, January 27, 1911.

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REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre & Hamburg
S.S. FREIENFELS.....28th Aug.	S.S. SILEZIA.....25th Aug.
S.S. SUZUYA.....6th Sept.	For Rotterdam, Hamburg & Antwerp
S.S. RENEGAMBIA.....20th Sept.	S.S. BRIGAVIA.....28th Aug.
S.S. BAYERN.....6th Oct.	For Havre, Bremen & Hamburg
S.S. ARCADIA.....15th Oct.	S.S. AMBRIA.....31st Aug.
S.S. SLAVONIA.....3rd Nov.	For Marseilles, Havre & Hamburg
S.S. BOANDIA.....16th Nov.	S.S. ALEZIA.....15th Sept.
S.S. SPEZIA.....2nd Dec.	For Rotterdam & Hamburg
	S.S. PREUSSEN.....22nd Sept.

For further Particulars apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SHANGHAI via SWATOW, TINGTANG	WEDNESDAY, Aug. 23, at Noon.
THIENTSIN via TSINGTAU AND WEIHAIWEI	THURSDAY, Aug. 24, at Noon.
CHEONGSHING	SATURDAY, Aug. 26, at Noon.
LOONGSANG	SATURDAY, Aug. 26, at 2 p.m.
SINGAPORE, PENANG & FOKKSANG	THURSDAY, Aug. 31, at Noon.
SHANGHAI, MOJI, KOBE AND NAMSANG	FRIDAY, Sept. 1, at Noon.
MANILA, CEBU & ILOILO	YUENSANG, SATURDAY, Sept. 2, at 9 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

These steamers have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Telephone No. 215. General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	KAIKONG, Aug. 22, at 4 p.m.
HOUHOU & HAIPHONG	SUNGLANG, Aug. 24, at 8 a.m.
SHANGHAI	CHENAN, Aug. 24, at 4 p.m.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	Hutchow, Aug. 24, at 4 p.m.
MANILA, CEBU & ILOILO	TAKING, Aug. 29, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tain' & 'Taining'. Saloon accommodation midships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. 'Kailang' is situated on deck, aft.

SHANGHAI LINE. EAST SCHEDULE TWIN SCREW STEAMERS—(S.S. 'Anhui', 'Chusan', 'Lima', 'Chinshu')—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's lunch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 38.

NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Date
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HIRAKO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU, Capt. K. Kawai, Tons 8000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU, Capt. F. L. Sommer, Tons 8000	WEDNESDAY, 27th Sept., at Daylight.
VICTORIA, B.C. AND SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOICHI, SHIMIZU & YOKOHAMA	INABA MARU, Capt. S. Tomiyama, Tons 7000	TUESDAY, 12th Sept., at 4 p.m.
	TAMBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 19th Oct., at Noon.
	KAMAKURA MARU, Capt. B. Kono, Tons 7000	SATURDAY, 9th Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 6000	FRIDAY, 1st Sept., at Noon.
	NIKKO MARU, Capt. M. Igi, Tons 6000	FRIDAY, 27th Oct., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	TOSA MARU, Capt. Tomoe, Tons 6000	TUESDAY, 2nd Aug., at Noon.
NAGASAKI, KOBE & NIKKO MARU, YOKOHAMA	NIKKO MARU, Capt. M. Igi, Tons 6000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. J. Tanaka, Tons 5000	WEDNESDAY, 30th Aug., at Noon.
KOBE & YOKOHAMA	AKI MARU, Capt. K. Honma, Tons 7000	THURSDAY, 31st Aug., at 11 a.m.

Fitted with new system of wireless telegraphy. * Omitting Keelung & Shinshu.

Cargo only. * Carries Deck Passengers. † Calling at Djibouti.

NEW LINE OF STEAMERS BETWEEN KOBE AND CALCUTTA.

Regular Service (once in every 18 days) from KOBE to CALCUTTA calling at SINGAPORE, PENANG & RANGOON.

The First Steamer from Hongkong—'JINSEN MARU' Tons 3,782—on September 1st.

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$ 80	\$ 70	\$ 60	\$ 50

With Option of Ball between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

Regal Boots and Shoes.

THE SAVOY, 8, D'Almeida Street (opposite Court House).

FOR SALE AT REASONABLE PRICES.

Shipping

NORDDEUTSCHER LLOYD BREMEN.

NOTICE.

FOR JESSELTON, KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENDAO.

THE Steamship BORNHO.

Captain F. SMITH, (ready to load Wednesday, the 23rd inst.) will leave on THURSDAY, the 24th inst., at 10 a.m.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOCHER & CO., General Agents, Hongkong, August 19, 1911.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUME and TRIESTE direct, calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ & PORT SAID.

(Taking Cargo at through rates to the PRINCE OF WALES, RED SEA, BLACK SEA, LEVANT, VENICE & ADRIATIC PORTS).

THE Co's Steamship RIIPON.

Captain TALMACHOFF will be despatched as above on THURSDAY, 24th August, p.m.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Prince's Buildings, Hongkong, July 25, 1911.

THE 'INDRA' LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to call at Malabar Coast).

THE Steamship INDRADO.

Captain W. H. LEA, will be despatched as above on or about 28th inst.

This steamer has excellent accommodation for a limited number of First Class passengers, and attention is directed to the moderate rates of passage money charged.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Hongkong, August 4, 1911.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship LUTHER. OARMARTHENSHIRE.

Captain R. L. DAVIES, will be despatched as above on or about 28th inst.

The attention of passengers is directed to the excellent accommodation provided by this steamer at moderate rates. A Doctor and Stewardess are carried, and all cabins are fitted with electric fans.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Hongkong, August 10, 1911.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA, PERMAN, GULF, COM, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ARCADIA, Captain S. BAYNE, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 2nd September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Merguia, 10,000 tons, from Colombo. Passengers' accommodation is which was secured before departure from Hongkong.

Bulk and Valuable cargo for France, India and Ceylon (under arrangement) will be transhipped at Colombo, the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the s.s. 'Perma' due in London on the 14th October, 1911.

Passage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent, Hongkong, August 21, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship ROBERTO.

Captain _____ will be despatched for the above ports on or about FRIDAY, the 15th September.

For Freight and Passage, apply to ARNOLD, KARBURG & CO., General Agents, Hongkong, August 21, 1911.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)		
Steamer	Tons	Ip.m. Sat'day 1911	Tons	Saturday, 1911	Saturday, 1911	
ARGENTIA	7000	Sept. 2	Mongolia	10000	Sept. 30	Oct. 7
DELTA	8000	Sept. 16	Mooltan	10000	Oct. 14	Oct. 21
ASSAYE	7500	Sept. 30	Malwa	11000	Oct. 28	Nov. 4
DELHI	8000	Oct. 14	China	8000	Nov. 11	Nov. 18
DEVANEA	8000	Oct. 28	Macedonia	10000	Nov. 25	Dec. 2
ARGENTIA	7000	Nov. 11	Marmora	10500	Dec. 9	Dec. 16
DELTA	8000	Nov. 25	India	8000	Dec. 23	Dec. 30
ASSAYE	7500	Dec. 9	Moldavia	10000	Jan. 6 (1912)	Jan. 13 (1912)
DEVANEA	7000	Dec. 23	Mongolia	10000	Jan. 20	Jan. 27
DELTA	8000	Jan. 6 (1912)	Mooltan	10000	Feb. 3	Feb. 10
DEVANEA	8000	Jan. 20	Malwa	11000	Feb. 17	Feb. 24

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (Including Surtax).

1st Saloon..... £71.10 Single. £108.14 Return.

2nd "..... £48.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

SUNDA	5000	October	4	November	17
SUNDA	5000	November	1	December	15
SUMATRA	6000	November	15	December	29
MALTA	7000	November	29	January 12 (1912)	
NAMUR	5000	December	13	January	26
PALAUAN	7000	January 10 (1912)		February	23
SYRIA	7000	January	24	March	8

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARE TO LONDON (Including Surtax).

1st Saloon..... £55.00 Single. £82.10 Return.

2nd "..... £38.10 " £57.4 "

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE.

Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN.

Via SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA

STEAMERS

CALEDONNIEN, MELAN, Aug. 28, about 6 P.M.

MARSEILLES, Via Ports, TOURANE, LANCELOT, Aug. 29, at 1 P.M.

TRANSFERRING on the Co's Steamers at SINGAPORE for HATTAI, at C. LONDON for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTATINOPLE and BLACK SEA.

Through Ticket to London, via Paris, from £27.10 up to £71.10. 2) hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS

HAIFANG, Capt. J. W. Evans, TUESDAY, 22nd Aug., at 1 P.M.

HAICHING, Capt. W. C. Passmore, FRIDAY, 25th Aug., at 1 P.M.

HAITAN, Capt. J. S. Roach, TUESDAY, 29th Aug., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAIMUN, Capt. A. H. Stewart, WEDNESDAY, 23rd Aug., at 3 P.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the months of JULY and AUGUST, RETURN TICKETS available at three months will be issued at a reduction of 20% on the usual rate to FOOCHOW.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

PHILIPPINE STEAMSHIP Co.

Steamship

Tons

Captain

For

Sailing Date

RUFI, 4000, S. Orosky, Manila, Monday, Aug. 21, at 4 P.M.

ZAFIRO, 4000, M. D. Smith, Manila, Wednesday, Aug. 30, at 4 P.M.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),

via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
SUVERIC	11,000	F. COWLEY	1st September.
KUMERIC	11,000	G. MCGILL	28th September.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOR and ESSELON if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED, King's Building, Praya Central.

Telephone No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD

THE QUICKEST FREIGHT TRANSPORT FROM THE

ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLONBO.

FROM HONGKONG. FROM COLOMBO.

For Rates and further information, apply to

THE BANK LINE, LIMITED, (MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the

Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

For Rates of Freight and further particulars apply to

THE BANK LINE, LIMITED, (MANAGING AGENTS).

Hongkong, July 1, 1911.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, KOBE AND YOKOHAMA

STEAMERS

WEDNESDAY, 23rd Aug., at Noon.

WEDNESDAY, 23rd Aug., at Noon.

SATURDAY, 26th Aug., at Noon.

TUESDAY, 29th Aug., at Noon.

THURSDAY, 31st Aug., at 10 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypes.

For further Particulars apply to

Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON NEW & YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the MALABAR COAST.)

S.S. HATUNA, on or about 6th September, 1911.

For freight and further information apply to

SHAW, TOMES & CO., General Agents.

Hongkong, August 14, 1911.

DINNEFORD'S

MAGNESIA

The Universal Remedy for acidity of the Stomach, Headache, Heartburn, Indigestion, Bile, Nausea, Bilious Affections.

For further Particulars apply to

SHAW, TOMES & CO., General Agents.

Hongkong, August 14, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS

ARRIVE HONGKONG FROM AUSTRALIA.

LEAVE HONGKONG FOR AUSTRALIA.

Aug. 25, Sept. 5, Sept. 22.

Sept. 16th, at Noon. Sept. 30th, at Noon. Oct. 14th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'.

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

NAKASAKI, KOBE, and YOKOHAMA.

SAILS FROM HONGKONG ON SATURDAY, NOV. 4TH, AT NOON.

FOR SEATTLE.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with the Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Siam, Siam, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State Rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of costwise cabin passengers' return tickets are (interchangeable) with regular mail lines between Japan, China and Hongkong.

For full information regarding rates or passages apply to

NIIPPON YUSEN KAISHA, Agents.

Hongkong, July 1, 1911.

CHINA EXPRESS CO., P. O. Box 250, 3, DUDDELL STREET. TELEPHONE No. 688. (Opposite Lanchester's Auction Rooms).

SHIPPING, FORWARDING & INSURANCE AGENTS.

Packing and Warehousing.

WE accept Shipments for any part in the World, with similar facilities to the P.O. Post, without restriction as to size or weight, and our Charges are absolutely the lowest possible.

Payments may be made in Hongkong or Destination.

Baggage stored and transhipped.

Agents for Contractors to Imperial German, Royal Danish, and Swiss Federal Parcel Posts.

Hongkong, August 15, 1911.

THOS COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, etc.

Head Office for the Far East: 16, DEN VORSE ROAD CENTRAL, HONGKONG.

SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1908.

LEA & PERRINS' SAUCE.

gives a delightfully appetizing flavour to all Meat Dishes.

Fish, Soup, Game, Cheese, Salad, &c., and assists digestion.

The original & genuine WORCESTERSHIRE.

THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY.

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc.

Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

You send us the copy we do the rest.

THE CHINA MAIL RAILWAY SOUVENIR.

Price 10 cents.

Shipping

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS

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Aug. 25, Sept. 5, Sept. 22.

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Baggage stored and

